

Transportation Implementation Working Group Draft Scope of Work

Goal

The Transportation Implementation Work Group (IWG) will design legislative, executive branch, and/or other actions capable of achieving significant reductions in transportation-related greenhouse gas emissions in Washington State.

Greenhouse gas emissions from transportation account for nearly half of total emissions in Washington State. In 2007, the Climate Advisory Team recommended several strategies to reduce transportation greenhouse gas emissions in Washington State. Among these was a recommendation to establish goals for reducing VMT per capita. In March 2008, Washington State passed ESSHB 2815 which directs the Washington State Department of Transportation (WSDOT) to reduce vehicle miles traveled (VMT) per capita. The Transportation IWG will recommend tools and best practices to achieve these VMT reduction goals.

In addition, the Transportation IWG will also work to define and advance specific non-VMT transportation policy proposals for implementation, and/or identify specific steps, given the need for a scalable multi-pronged approach to address the climate impacts of the transportation sector. The work of the Transportation IWG on both these fronts will set the stage for both immediate and future work to significantly reduce transportation-related greenhouse gas emissions.

Tasks

Actions taken by the Transportation IWG will implement or further advance strategies recommended by the Climate Advisory Team (CAT) in 2007 and steps already taken by Washington Department of Transportation, and regional and local planning organizations.

The charge to the Transportation IWG consists primarily of achieving the charge in Section 8 of ESSHB 2815 to develop a set of tools and best practices to assist state, regional, and local entities in making progress towards meeting the ESSHB 2815 VMT goals: 18% VMT reduction by 2020, 30% reduction by 2035 and 50% reduction by 2050. The Transportation IWG will accomplish this through the following activities:

a. Review strategies drafted by WSDOT and other partners:

The Transportation IWG will provide input on the following documents:

- i. A compilation of best practices to reduce VMT.
- ii. A summary of potential existing and new revenue options for local and regional governments to finance VMT reduction efforts.
- iii. Recommended measurement tools and an evaluation of baseline assumptions and targets.

b. Evaluate, explore implementation of, and recommend specific actions to reduce VMT

- i. Prioritize strategies for VMT reduction.
- ii. Prioritize strategies for funding VMT reduction strategies.
- iii. Assess the total VMT reductions achievable with the strategies identified.
- iv. Determine policy needs - Determine if any additional legislative or executive action by the State is needed to implement the strategies and draft legislative text as appropriate.
- v. Determine fiscal needs - Determine if any additional fiscal support from the State is needed to implement the strategies and draft fiscal notes as appropriate.

c. Evaluate, explore implementation of, and recommend specific actions to reduce non-VMT greenhouse gases

- i. Review existing non-VMT transportation policies recommended by the CAT and strategies already underway in Washington.
- ii. Identify and prioritize opportunities for further non-VMT action or implementations
- iii. Draft an action agenda for how Washington will reduce non-VMT transportation-related greenhouse gas emissions.

The Transportation IWG will produce by Sept 1st, 2008:

- A prioritized set of strategies and actions to reduce VMT for CAT consideration.
- Draft text for legislation or executive action for the activities described above.

The Transportation IWG will produce by Oct 15th, 2008:

- Final text for legislation or executive action and fiscal notes, if needed, for the activities and actions above.
- Develop any other materials necessary to implement the recommended actions, including a draft action plan for non-VMT strategies.

In developing its policy proposals, the Transportation IWG will:

- Consider the economic and non-economic costs and benefits of the strategies and impacts on small business, low income residents, agricultural employers and migrant workers, distressed rural counties, and counties with a high proportion of public and tribal land.
- Identify where contributions can be made to the clean energy job goals articulated in the Governor's Climate Change Challenge.

Existing work that the IWG may draw from

The Transportation IWG can build off of transportation strategies recommended by the Climate Advisory Team (CAT) in 2007 in designing legislative, executive branch, and/or other actions capable of achieving significant reductions in transportation-related greenhouse gas emissions in Washington State.

With regards to VMT activity specifically, the Transportation IWG should refer to policy option T-2, *State, Regional, and Local VMT and GHG Reduction Goals and Standards*, which established the VMT reduction targets and schedule subsequently adopted in Section 8 of 2815, and identifies policy options to contribute to meeting these goals. Other options such as T-1,

Transit, Ridesharing, and Commuter Choice Programs, T-3, Transportation Pricing, and T-4, Promote Compact and Transit-Oriented Development are also aimed at VMT reduction.

WSDOT and others are already engaged in several of the VMT and non-VMT strategies the Transportation IWG is likely to consider. For example, WSDOT's new initiative *Moving Washington* focuses on adding capacity strategically, managing demand and operating efficiently. These three elements all have the potential to help reduce fuel use.

WSDOT has several ongoing programs focused on reducing VMT such as the commute trip reduction program that will be relevant to developing additional strategies or refining existing work. Regional transportation planning organizations are also doing substantial work to reduce VMT. These efforts will also need to be connected to the work of the Transportation IWG. The Transportation IWG should also document where possible (identified in the sub-tasks, above), and build off of these existing activities.

Connectivity to other efforts/legislation

- WSDOT will accomplish the following related to the work of the Transportation IWG:
 - Develop communications tools that will clearly convey the benefits and costs of implementation of individual strategies and the composite set of strategies necessary to achieve the VMT per capita reduction targets.
 - Monitor strategies designed to reduce GHG emissions within transportation and determine a process to evaluate the share of investments that should be made for strategies targeted on reducing VMT and strategies for reducing GHG emissions.
 - Report to the legislature annually in coordination with Department of Ecology and the Department of Community Trade and Economic Development on the progress being made to achieve the GHG emissions reduction targets.
- *ESSB 6580, Addressing the impacts of climate change through the Growth Management Act*: Section 2 of ESSB 6580 directs the Department of Community Trade and Economic Development to work with the WSDOT to reduce VMT through land use modeling and planning strategies. This IWG will not work on those issues, but will keep track of ESSB 6580 activities and products.

Co-Leads

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